

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

April 13, 2017
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Zahn, Commissioners Bishop, Chirls, Lampe,
Larrivee, Woosley, Wu

COMMISSIONERS ABSENT:

STAFF PRESENT: Kevin McDonald, Kristi Oosterveen, Marina Arakelyan,
Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:32 p.m. by Chair Zahn who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 6:33 p.m.

3. PUBLIC COMMENT

Ms. Michelle Wannamaker, 4045 149th Avenue SE, referred to the bicycle LOS map and called attention to some signals in Eastgate. She said the intersection at 150th Avenue SE and SE 38th Street is already problematic due to how close it is to the intersection with Allen Road. Adding a bicycle signal to the mix would be a bad idea. The city could do without bicycle signals at SE 38th Street, SE 37th Street, and Eastgate Way. She noted the alignment of the Mountains to Sound Greenway will include an overpass of 150th Avenue SE, which will do away with any need for signals along SE 36th Street. In older neighborhoods like Eastgate, Lake Hills and Robinswood, where the homes were built in the 1950s, there are mostly single-car carports and garages and single-car driveways. That means the majority of the homes have at least one car parked on the street, a fact that should be taken into consideration when thinking about bicycle and pedestrian street and sidewalk treatments. Eastgate residents were not consulted before the sudden appearance of bicycle lanes on Allen Road. She said she looked forward to hearing more about the arterial corridor metrics, but suggested if the general public knew what the City Council feels are acceptable levels of service, they would be livid and would be demanding change.

4. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Lampe. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS - None

6. DRAFT MINUTES REVIEW/APPROVAL

A. February 23, 2017

Commissioner Bishop called attention to the second sentence of the second paragraph on page 4 and pointed out a conflict relative what was said about the DT-MU in regard to additional building height and FAR. He asked staff to verify with Strategic Planning Manager Emil King what he was saying.

B. March 9, 2017

Commissioner Bishop referred to the last paragraph on page 6 and asked to have the tenth sentence revised from "...will result in a queue..." to "...currently results in a queue..." And from "...westbound I-90 will be timed on the basis..." to "westbound I-90 is timed on the basis..."

Commissioner Wu called attention to the third paragraph on page 8 and said the first sentence should be revised to read "...the Bellevue Way HOV project will hopefully be a huge success for the city."

A motion to approve the February 23, 2017, meeting minutes pending clarification from staff, and the March 9, 2017, meeting minutes as amended, was made by Commissioner Woosley. The motion was seconded by Commissioner Bishop and the motion carried unanimously.

7. STUDY SESSION

A. Neighborhood Walking Facilities

Capital Facilities Planning and Programming Administrator Kristi Oosterveen explained that pedestrian facilities represent one piece of the levy pie. She said neighborhood walking facilities are pedestrian facilities that connect housing developments with schools, shopping, parks, transit and jobs aimed at promoting a safe and healthy lifestyle. The city's Neighborhood Sidewalks Program includes projects that have been frequently requested by residents, some of which have been put through the Neighborhood Enhancement Program process or through some of the other neighborhood outreach programs such as the Pedestrian Access Program and Neighborhood Traffic Safety Services Program. The Neighborhood Sidewalks Program was created in 2007 to address the projects that were not making it through the prioritization process by virtue of being too small for the CIP and too big for the smaller programs. To date, six projects have been built under the program, which currently is funded at approximately \$1 million per year.

Ms. Oosterveen shared with the Commissioners photos of the completed projects in Somerset, on 128th Avenue SE, and in the West Lake Sammamish Parkway area off of SE 26th Street. She noted that more recently a project was completed on SE 16th Street between 104th Avenue SE and Bellevue Way. The project was a continuation of a Neighborhood Enhancement Program project that constructed parts of the sidewalk. A project along Newport Way was built in conjunction with annexation funds. The most recent project completed is in the Woodridge area on 123rd Avenue SE that was done in partnership with the traffic calming program.

Ms. Oosterveen said the criteria for the sidewalk program are currently being reviewed and will be updated as needed. The new criteria will consider things like the posted speed limit, the number of accidents in the area, the volume of cars on the roadway, and the general walkability. The criteria will also take into account the local land uses, the baseline multimodal LOS information, local destinations, whether or not a project is in the Pedestrian/Bicycle Plan, the ability to partner with other programs, planned roadwork the area, the complexity of a project, and geographic equity.

The Commissioners were shown a map of the remaining sidewalks from the original sidewalk list from 2007. It was pointed out that 34 projects remain, all of which will be reevaluated under the new criteria along with new requests from the public.

Commissioner Woosley asked how the Neighborhood Sidewalks Program fits with the station area planning associated with light rail. Ms. Oosterveen said the sidewalk program primarily focuses on connections the public has asked for. The typical project costs anywhere from \$350,000 up to \$2 million. The station area planning projects tend to be larger and are thus evaluated through the TFP and CIP processes. Principal Planner Kevin McDonald added that the Pedestrian and Bicycle Access and Connectivity Improvement Program addresses smaller projects that provide access to transit.

Commissioner Bishop noted that at a previous meeting two members of the public asked about a section on Kamber Road. Ms. Oosterveen said that is on the list for evaluation but is not yet on a project list. The proposal was included on a recent Neighborhood Enhancement Program ballot but it did not score high enough and was not chosen.

Ms. Oosterveen confirmed for Commissioner Bishop that the Neighborhood Sidewalks program is on the Transportation Improvement Program (TIP).

Ms. Oosterveen allowed that all of the projects will be run through the new criteria, and said the results may reprioritize the list. By way of transparency, it will be clear as to why projects do or do not make it onto the list.

The Commissioners were informed that staff have been looking into different kinds of walkway alternatives. The traditional curb/gutter/sidewalk can be very expensive and different methods have been identified that could also create a safe pedestrian walkway. In the first tier are interim walkways with paint and posts, while in the second tier are the raised or separated asphalt walkways, and in the third tier are the traditional approach projects.

Commissioner Bishop suggested there could be opportunities in the second tier for walkways along roadways that are paved with gravel rather than asphalt. Ms. Oosterveen said that option would be considered in doing the original scoping of a project. Commissioner Bishop pointed out that there is such a path on Northup Way between 164th Avenue NE and 156th Avenue NE that has been in place for 30 years. Ms. Oosterveen commented that to some degree educating people about the alternatives is needed. She shared with the Commissioners photos of projects that fall into each of the three tiers.

Commissioner Wu commented that the Tier 2 projects were very attractive.

Ms. Oosterveen said there is always an education element associated with projects when it comes to right-of-way. The public right-of-way is typically 60 feet wide, which is sufficient to

include travel lanes and walkways. People often landscape areas and park in areas that are owned by the city but which are not being used, and utility poles and light standards can also be found in rights-of-way. Some level of education is usually necessary to point out the tradeoffs that come with the construction of a walkway.

Commissioner Larrivee asked how much of the public outreach and education is done before the work of planning projects even begins. Ms. Oosterveen said she was not aware of any existing city literature that discusses right-of-way issues. The city does tend to build sidewalks on one side of streets as a cost-saving measure, and thus the city works with the local residents to determine which side of the street projects should be on. Residents are, at times, allowed to make the choice, while in other cases the city makes the decision because of various conflicts. The discussions happen at the pre-design stage but after projects have been prioritized and evaluated by staff.

Commissioner Chirls asked if someone simply by virtue of requesting a sidewalk could trigger the process of putting the project on a list for evaluation, before anyone else in the neighborhood is even consulted. Ms. Oosterveen said in most cases, the requests received come from multiple individuals. The projects currently on the list are those that were frequently requested by neighborhoods. All requests are mapped and evaluated. Commissioner Chirls said in that case a request from a single individual can trigger a lot of staff process absent any input from others in the neighborhood of the project. He said part of the prioritization process should be the relative level of consensus in the neighborhood. Ms. Oosterveen clarified that suggested projects are looked at with an eye on feasibility ahead of the prioritization process, but there is no mechanism in place to check with others in the neighborhood first.

Commissioner Larrivee asked if there could be a requirement to consider projects only if they are recommended by a certain number of people. Ms. Oosterveen said there is currently no such requirement, but it could be an option.

Ms. Oosterveen shared with the Commissioners the list of projects nearby to schools that are planned for walking facilities in the 2017-2018 time period. The list included several projects to serve the new elementary school #18 that will be located on the corner of Main Street and 124th Avenue NE; Newport Heights elementary school; Chinook middle school; Tyee middle school; Phantom Lake elementary school; Tillicum middle school; Sherwood Forest elementary school; Interlake high school; and Newport Way. Several of the projects will be funded in part with levy dollars.

Chair Zahn asked if the projects are intended to address the one-mile radius in which buses do not pick up children. Ms. Oosterveen said some of the projects are walking routes and some are aimed at addressing drop-off queue areas.

Commissioner Woosley urged working in partnership with the school district on projects that will benefit schools. Ms. Oosterveen said there are conditions of approval associated with elementary school #18 that require walking facilities on 118th Avenue NE and on NE 2nd Street. The city is partnering with the district on those projects, which are part of the project that was planned already for 128th Avenue. A fee from the district will be negotiated through a Memorandum of Understanding.

Commissioner Woosley commented that at the last meeting of the Wilburton CAC there was a suggestion made for a trail going from 120th Avenue NE up the hill by the school district

headquarters to connect to Main Street, which would then offer a walk opportunity to get from Wilburton to the Botanical Gardens and the school. He asked if that could be added into the thinking. Ms. Oosterveen said that project is in the concept stage so it will not be added into the current iteration of the Neighborhood Sidewalks program. Mr. McDonald pointed out that there are also some topographical and wetland constraints to consider.

Commissioner Lampe said it was gratifying to see that with passage of the levy there will be a lot of work done in 2017 and 2018.

B. Bellevue Way SE HOV Lane

Project manager Marina Arakelyan brought to the Commission the recommendation of the staff for the project, which was to complete the 30 percent design and environmental documentation, and to defer the project phasing until after the 30 percent design is complete. She also noted that staff was recommending the Option 4 narrow section extending the HOV lane from the park and ride through the Y and along 112th Avenue SE.

Commissioner Bishop commented that the section extending up Bellevue Way from the Y to 108th Avenue SE has been identified as being very expensive. He asked if it would make any sense to include it in the environmental process, or if that would only complicate things.

Chair Zahn pointed out that it takes a certain level of design work in order to inform the environmental process.

Ms. Arakelyan said that section was part of the analysis which pointed out that the benefits of expanding the HOV lane along Bellevue Way was not as beneficial as along 112th Avenue SE. The focus is on which option will provide the most travel time savings. Both options could be included in the environmental work, possibly as two separate projects.

Commissioner Woosley commented that no final decision has been made with regard to the operational aspects of the new capacity. There is a clear leaning toward HOV, and much of the analysis has been focused on that. He suggested that given that the entire section will ultimately be reconfigured, it would make sense to look at the issues more thoroughly. It would make sense to consider adding a lane from the Y up to 108th Avenue SE. Ms. Arakelyan reminded him that if the HOV lane is done, the widening will happen to the west, whereas if the improvements will involve a two-way left turn lane, the widening will happen both to the west and the east, making the environmental review different for each approach.

Chair Zahn urged keeping both approaches in mind as the design is advanced so that ultimately there will be enough information to go in either direction. She said there is no clear consensus among the Commissioners as to which approach is the right one.

Commissioner Bishop pointed out that the extension to the north was actually added as part of the Transit Master Plan. The section from the park and ride to the Y has been around for a long time. Ms. Arakelyan noted that the project has four elements. L1 will be constructed by Sound Transit. L2 and L4 are the focus of the staff recommendation, and L3 is the section on Bellevue Way up to 108th Avenue SE. The analysis to date addressed the benefit of the HOV lanes in terms of travel time savings. The recommendation of the staff is in alignment with what is identified in the Transit Master Plan. In the Transit Master Plan, projects have been identified as being high, medium and low priority; the HOV lane project is shown as being a high priority.

Commissioner Wu said she would be comfortable moving forward with both legs north of the Y.

Commissioner Chirls pointed out that the project as recommended by staff represents the least costly option in terms of not going too far before it is known what the Washington State Department of Transportation is going to do and what their impact will be relative to their work on I-90. Ms. Arakelyan said those improvements are supposedly to be completed during 2017. That will eventually provide benefit.

Commissioner Woosley said it was his understanding that R8A, the 24/7 HOV lanes on I-90, is scheduled to open on June 3, after which it will be known more fully what the impacts will be. The park and ride will be closed for close to five years, and construction will occur in the area for almost three years. There is the potential that parking in the local neighborhoods will be allowed through a permit system. He said if action will ultimately be needed on Bellevue Way South, it would be useful to have the environmental documents in hand for L1 through L4.

There was consensus to move toward 30 percent design for all legs of the project.

Commissioner Woosley called attention to a letter from the Chamber of Commerce in which it was stated that the Chamber does not believe the costs should be born solely by Bellevue taxpayers. As forecast by the project team, only 17 percent of southbound vehicle trips, and 15 percent of southbound HOV trips, utilizing the corridor during the evening peak have origins and destinations within the city. The Chamber in the letter encouraged the City Council to seek regional funding partnerships so that the costs as well as the benefits will be shared by regional travelers. Ms. Arakelyan said Principal Transportation Planner Franz Loewenherz serves on the technical advisory committee for King County Metro. Bellevue has provided a list of projects to Metro that includes the Bellevue Way HOV on the list. The idea is to better position the city to seek funding opportunities and partnerships. Advancing the project to 30 percent will assist in working with the different agencies.

Ms. Arakelyan said the next steps will include seeking Council approval of the recommendation. Once approved, the design work will proceed to the 30 percent phase. There will be continued community and stakeholder involvement, and the issue will once again be before the Commission for concurrence and approval in the fall of 2017.

A motion to add the extension of the Y to be looked at for potentially either transit/HOV or a full-length left-turn pocket between 108th Avenue SE and 112th Avenue SE. The motion was seconded by Commissioner Bishop and the motion carried unanimously.

C. Multimodal Level of Service

Mr. McDonald noted that the Pedestrian/Bicycle Transportation Plan, the Transit Master Plan and the Downtown Transportation Plan have all involved documentation to create a record and history of the Commission's work on the topic. In each case, the body of work has been transmitted to the Council which then has different opportunities to implement the work, including policies and CIP projects. The same will happen relative to the multimodal LOS. A report will be drafted and submitted to the Commission for review and discussion, and the final report will be transmitted to the Council.

Commissioner Wu asked what the second phase will involve. Mr. McDonald said in the second phase the standards and guidelines for each mode as determined in Phase 1 will be used to help identify, prioritize and fund projects. Commissioner Wu asked if it would be reasonable to refine the metrics after the implementation phase is launched. Mr. McDonald said that certainly could be the case, particularly where implementation highlights the need to do so.

Mr. McDonald said the vehicle LOS metrics, standards and guidelines is a new concept based on the conversation at the multimodal LOS workshop conducted in March. He said the recommendation of staff was to retain the concurrency and long-range planning metrics, both of which have been around for quite some time. The travel time metric is new, as are the guidelines for using the metric in identifying and prioritizing congestion relief projects along arterial corridors. The map that was presented at the workshop identified priority vehicle corridors. The Commission and staff wrangled with the definition and came away from the meeting and recommends to use the arterial system that is already in place and applying the travel time metric to arterial segments and corridors to identify travel time savings resulting from potential congestion relief projects.

Answering a question asked by Commissioner Bishop about how arterials would be prioritized, Mr. McDonald said as a fundamental metric, every arterial is a potential candidate for which the metric would apply. In evaluating projects against each other, the arterial classification of the corridors may be considered. Clearly some arterials will logically be viewed as having more congestion issues, and accordingly they will be considered to be important. Also of importance will be how the arterials perform with respect to the typical travel time on an urban arterial as indicated as red, yellow, orange or green. The reds and oranges will jump out as potential project locations. Those corridors will be reviewed with an eye on which congestion relief projects might work, and with respect to the value of projects relative to reducing travel times. Other metrics may also be utilized, including cost and benefit.

Commissioner Wu asked about using the travel time metric in long-range planning. Mr. McDonald said the metric is not used at all in long-range planning, rather the LOS expressed in vehicle delay at system intersections in the MMAs is used. That level of analysis will also produce a color coded map of intersections that indicate where in the future congestion problems can be expected.

With regard to pedestrian LOS, Mr. McDonald noted that the Commission had previously championed the notion that the metrics were not standards but rather guidelines. The one metric that is a standard by virtue of being adopted in the code is sidewalk width and landscape buffer dimensions. The design of signalized intersections and arterial crossing frequency would be tools used as guidelines in helping staff to design intersections and locate appropriate places for midblock crossings.

Commissioner Woosley said he still had concerns about the adequacy of the width of the sidewalks in neighborhoods. Where there are landscaped swales with low plants that can tolerate traffic and water splashing, the vegetation tends to grow out and encroach on the sidewalks. Sidewalks should be wide enough to allow two persons to comfortably pass each other, and to accommodate things like double strollers, without someone having to step off the sidewalk. Mr. McDonald agreed and pointed out that the code standards represent a minimum. With the concurrence of the neighborhoods and the availability of funding and right-of-way, the sidewalks can be wide enough to reflect the needs of the neighborhood. Code will also often have a dimension for sidewalk and landscape width without prescribing where to put it, though typically the landscaping is installed between the traffic and sidewalk to serve as a

buffer.

Mr. McDonald noted that the Commissioners had previously reviewed the bicycle rider level of traffic stress (LTS) categories that serve as the basis for bicycle LTS/LOS chart. He noted that previously the Commission viewed the chart as having a lot of prescription and specificity, particularly in light of its definition as standards. Accordingly, staff modified the chart as indicating guidelines in the form of facility type matched to the roadway traffic speeds and volumes to product a LTS for the various categories. There are a large number of things that go into the roadway characteristics that affect the comfort level of a bicyclists, of which traffic speed and volume are only two.

Commissioner Chirls said the benefit of the chart is that it creates a common language with which to describe the need for any given project.

Commissioner Wu strongly suggested changing the chart relative to traffic speed less than 35 miles per hour and the striped bike lane from a 3 to a 4. Traffic moving at 35 miles an hour seems very fast to bicyclists.

Commissioner Chirls proposed not getting bogged down in the details of each box on the chart. When there is a specific project to look at, it can be discussed in terms of the chart in determining the kind of treatment needed. Commissioner Wu agreed but pointed out that the difference between 3 and 4 is significant. Mr. McDonald said the city will not be designing facilities specifically intended for the 4 category of bicycle rider.

Mr. McDonald said the bicycle LOS intersection components are also guidelines rather than standards and are intended to help extend the corridor LOS across intersections.

Commissioner Chirls stressed that the chart is intended to be descriptive rather than prescriptive. It is simply a description of the different categories to be used in discussing individual projects. It is a potential tool to be used to achieve the intended outcome.

Mr. McDonald pointed out the location Ms. Wannamaker highlighted during petitions and communications relative to the signalized intersections where LTS 1 or 2 corridor intersects an arterial at a signal. He noted that she was correct in saying that the Mountains to Sound Greenway project will preclude the need for a signal because it is an off-street facility that will not cross at a signalized intersection. The tool will be used when considering how a bicyclist will get through an intersection. Having a bicycle signal is one tool that can be used to make it more comfortable for riders to cross an intersection. The locations noted on the map have the potential for bicycle signals, but the map is not prescriptive of where signals are to be installed.

Commissioner Wu commented that the roadway network was not designed with bikes in mind. Even the current network does not facilitate large numbers of cyclists. A better metric might be how an improvement connects with the bike network. Mr. McDonald noted that connectivity is a major element of the Pedestrian/Bicycle Transportation Plan.

Commissioner Chirls said he has often heard it said that the city has no data about bike riders, and that the city is relying on riders showing up once facilities are built. The fact is that around the world that same approach has been used; as facilities have been built, riders have showed up to use them. One excellent metric would be to measure the uptick as facilities come online. Such data could help in prognosticating volumes. Mr. McDonald said Mr. Loewenherz intends to do just that. New bicycle facilities will be designed to have automatic counters installed to

provide real time aggregate counts. While there may not be any “before” counts, there certainly will be “after” counts.

Commissioner Wu highlighted the need to include some language clarifying the intent of the guidelines. Mr. McDonald said such language will be in the document. He said he is currently involved as part of a staff team that is working to update the city’s transportation design guidelines. What is absent from those guidelines is the “why” designs are the way they are. The “why” will be included in the multimodal LOS document that gets forwarded to the Council.

Chair Zahn said that certainly was the case when the Vision Zero and Complete Streets documents were drafted. Both included statements of intent.

Commissioner Bishop suggested that bicycle signals at 71 intersections is far too many. Mr. McDonald noted that three that are on the list have already been eliminated along the Mountains to Sound Greenway. Commissioner Bishop called attention to 112th Avenue NE between NE 6th Street and NE 12th Street and noted that it is indicated as a vehicle priority corridor and is also in the Pedestrian/Bicycle Plan north of NE 6th Street. Mr. McDonald said NE 6th Street is part of the east-west Grand Connection corridor and the Pedestrian Corridor. The intersection, like all of the intersections on the map, is a potential location for a bike signal to provide a LOS 1 or 2 crossing experience. Bicycle signals would not be prescribed at each intersection. The intent is to consider bike signals at the various intersections as they come up for review.

Commissioner Woosley commented that over time Bellevue has had numerous missed opportunities simply because the intent and standards were not explicitly written out. Mr. McDonald agreed and reiterated that every recommendation forwarded to the Council from the Commission includes an intent statement, including the Downtown Subarea Plan policies that went to the Council on April 10. The narrative attached to the policies describes the “why”.

Mr. McDonald said the transit LOS stops/stations component matrix is also set up to serve as a guideline. The same is true for the transit LOS speed rating. He noted that while previously the calculations for vehicle travel time were made using a 12 miles per hour standard, the proposed approach involves a percentage of the posted vehicle speed along a given corridor. It will serve as another tool to be used in making project decisions. Along the Frequent Transit Network corridors between activity centers, the goal is to achieve a transit speed of 14 miles per hour. The vehicle LOS table, even where the same arterials are concerned, there may be a standard for vehicle speeds that are based on the posted speed limit. The two will need to be reconciled to decide the types of facilities needed to meet the targets. Additionally, the metric will be used to determine how many people are involved as a means of evaluating different projects. The details, however, will be delved into in the second phase.

A motion to move forward with the proposed multimodal LOS metrics, standards and guidelines was made by Commissioner Woosley. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

8. OLD BUSINESS – None

9. NEW BUSINESS

Mr. McDonald called attention to correspondence received from Stu Vander Hoek regarding

parking in Old Bellevue. He would like the Downtown Livability Initiative to focus more on off-street parking, specifically for retail and service uses. It has been made clear to Mr. Vander Hoek that the Transportation Commission is responsible for recommendations relative to on-street parking, while the Planning Commission is responsible for recommendations relative to off-street parking. He understands that and is looking for an ally to bolster his argument that there is not enough off-street parking, an issue the Planning Commission is addressing.

Chair Zahn noted that earlier in the day she received an email from the chair of the Planning Commission asking whether or not the Transportation Commission has feedback on the downtown livability issue. Mr. McDonald pointed out that the Transportation Commission has had feedback on the Planning Commission's work on the Downtown Livability Initiative in the form of briefings from Strategic Planning Manager Emil King. The Transportation Commission has discussed the transportation impacts that are different in the Downtown Livability Initiative scenario versus the Downtown Transportation Plan scenario. Through the work on the Downtown Transportation Plan, the Transportation Commission also created a multimodal infrastructure expectation that will serve the 2030 land use forecast for the downtown under either scenario. In short, the Transportation Commission has already provided feedback to the Planning Commission.

Commissioner Woosley said there are still transportation issues being discussed that have not yet been resolved in the update. There has been a call for an additional parking study, and there has been talk of establishing a minimum parking standard for residential building and a reduction in the parking standards for developments close to light rail stations. The adequacy of parking certainly impacts traffic flow and congestion. He said he agrees with the need for a more robust transportation study to answer the question of what the impact of the density increases will be on the system at full buildout.

Chair Zahn said those issues are on the list of things to discuss with the Commission's Council liaison. She said a meeting was originally scheduled for April 21, but the meeting may be rescheduled.

Mr. McDonald said the parking study mentioned by Commissioner Woosley is programmed by the Planning and Community Development for the coming year. The management of parking within buildings, including the potential shared use of parking, is a land use issue, not a transportation issue. Parking availability and management can indeed have an impact on vehicle volume and circulation patterns. The issue of vehicles circulating in search of parking is primarily tied to cities where there are a lot of on-street parking spaces but not much on-street parking vacancies. In downtown Bellevue, people driving largely know where they are going, and that most often is a parking garage in which they either have a reserved spot, or where they know a spot will be available, such as at Bellevue Square.

Commissioner Chirls asked if the Planning Commission has heard the message that the Transportation Commission thinks the information they are using for concurrency, based on the LOS data they have, may be inadequate. He said that was the message he wants to see sent. Mr. McDonald said the Planning Commission knows that the metric that was used, which was not for concurrency but rather for long-range planning, does not relate to people's experience of the transportation system. It is a metric is used as a planning tool. One of the reasons the Transportation Commission is focused on multimodal LOS and a corridor approach to traffic congestion is to have a tool people can relate to. The Planning Commission is not using the tool because it has not yet been incorporated into the system.

Chair Zahn allowed that the V/C LOS calculations for concurrency are predicated on the evening peak period. The new calculation for corridor travel delay, however, can be defined however the Commission wants. Mr. McDonald agreed. He said how the tool has been used so far relative to the 150th Avenue SE and Bellevue Way HOV projects, it has been focused on the evening peak period as well.

A motion to extend the meeting to 9:20 p.m. was made by Commissioner Lampe. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

Mr. McDonald said the travel time analysis for those projects was done to compare different project options within the same corridor. What the Commission is doing is looking at creating a tool to be used in different corridors to determine priorities in a multimodal LOS environment.

Chair Zahn noted that the Commission previously talked about providing feedback to the Council liaison.

Commissioner Bishop said there is a clear difference between the LOS standard and what the community perceives as acceptable travel flow. The Commission should convey that it is aware of that and that the situation is not unique to Eastgate. Concurrency is required by state law and there is a system set up to address it. In part, the system has been set up in a way that permits for development will not be turned down. Any discussion of those standards will delve into some very juicy issues. He agreed with the call to evaluate what a rather significant increase in density in the downtown will mean in the out years. According to the current standards, the downtown is not having any concurrency trouble.

Commissioner Woosley said the intent of concurrency is to assure a proper relationship between the intensity of land uses and capacity in the transportation system. The multimodal LOS approach will hopefully refine the ability of the city to maximize investments and operations to move people through efficiently. The fundamental issue, however, is that there is a finite capacity in the system. He encouraged robust conversation between the Transportation Commission and the Planning Commission aimed at coming up with something that will work best for the city.

10. PUBLIC COMMENT

Ms. Michelle Wannamaker, 4045 149th Avenue SE, said over the past two years she has learned about the power of the Comprehensive Plan, and that opportunities to change it are few and far between. She noted that the Commission is looking to include arterial corridor measurements as a means of better quantifying vehicle traffic conditions, but retaining the existing vehicle LOS standards will be selling the city short. The concurrency report and the existing vehicle LOS standards are a significant part of the reason Bellevue is in a traffic nightmare. The opportunity exists to put the brakes on out-of-control growth until infrastructure to support it is built. The Commissioners were encouraged to really listen to community members. Bellevue residents are angry about out-of-control growth. The LOS standards are insulting, particularly in the Eastgate area. If the standards were to be widely publicized, there would be an uproar.

Commissioner Chirls commented that in part observations of the kind made by Ms. Wannamaker have to do with the nature of the specific neighborhoods in question. For

example, there is no other area like the downtown where all the people who commute suddenly exit the buildings, walk in the downtown area, and create a huge traffic problem during the middle part of the day. Cars must wait for pedestrians before turning right, which means traffic backs up. The same problem does not exist in the morning or in the evening. In Eastgate, the problems occur at different times of the day and for different reasons. Having an approach that only takes into account conditions during the evening peak period results in a very narrow view of what is actually happening.

Chair Zahn asked if there would be opportunity to add a footnote to the downtown policy amendments about the issue. At the very least, the Commission's Council liaison should be informed that the Commission is continuing to struggle with the issue. Mr. McDonald said the Council will not make any changes to the recommendation the Commission forwarded on April 10, rather they will simply be forwarding the recommendation on to the Planning Commission. Any communications should be reserved for conversations with the liaison and the Planning Commission.

A motion to extend the meeting to 9:30 p.m. was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

11. REPORTS FROM COMMISSIONERS

Commissioner Woosley reported that along with Commissioners Lampe and Bishop he took the opportunity to hear from the WSDOT I-405 program coordinator about all the improvements that are under way as part of the connecting Washington package and in conjunction with ST3. He noted that there is some potential for new I-405 interchanges near downtown Bellevue, including a half diamond at either Main Street or NE 2nd Street, the potential to extend NE 2nd Street between 112th Avenue NE and 116th Avenue NE, and the potential to have a southbound on-ramp from 116th Avenue NE/Lake Hills Connector. The Main Street overpass is going to be torn down, and as the city looks at upzones in Wilburton and in the downtown it should seek to take advantage of the opportunities. The city should push for putting in the NE 2nd Street overpass prior to removing the Main Street overpass, and doing the ramps to Main Street as part of that project to maintain the current flows.

Commissioner Bishop said the Main Street overpass must come down in order to move on with the next phase on I-405, which will start construction in 2019 and be completed by 2024. In that timeframe, the Main Street structure will come down and be rebuilt. Consideration is being given to building the structure in halves. The idea of building a NE 2nd Street overcrossing first before totally closing Main Street just might save WSDOT some money.

Chair Zahn noted that the issue is on the list of things to talk to the Council liaison about.

Commissioner Lampe said he caught an article in the *Wall Street Journal* about Dubai looking at approving the use of autonomous drones that will carry single passengers short distances. The battery powered flying taxis could be available for booking as soon as the current year depending on how the tests go.

Commissioner Wu reported that the Wilburton CAC has developed a draft vision statement and has identified some priorities. The topic of transportation has not yet come up. One priority will be ped/bike connectivity with the Eastside Rail Corridor and the Grand Connection.

Commissioner Bishop pointed out that there are a large number of major transportation issues

associated with I-405, 124th Avenue NE, the Eastside Rail Corridor and the Grand Connection. He suggested the Wilburton CAC process could offer a potential vehicle for putting together a map showing all of the various projects. Mr. McDonald said the draft EIS for the Wilburton study will produce that map. The EIS is due out in June and will establish a baseline.

12. STAFF REPORTS - None

13. COMMISSION CALENDAR

The Commissioners briefly reviewed the calendar of agenda items and meeting dates.

14. ADOURN

Chair Zahn adjourned the meeting at 9:32 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date